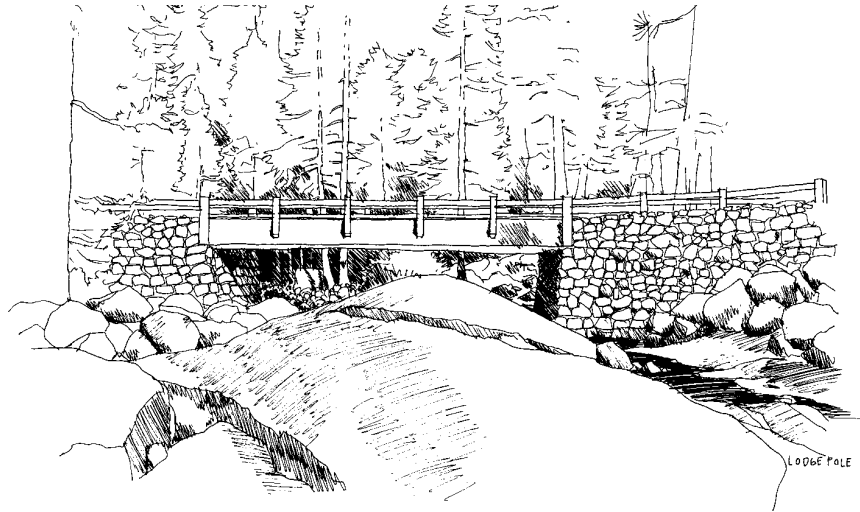


veneer may be acceptable if the visual quality is indistinguishable from natural stone.

- Because the intent of a veneer wall is to look like a solid stone wall, it is important that the end, top, and back of the stem wall (if it will be exposed to viewing) also be veneered. Individual stones on the veneer should be staggered so joints do not line up. Vary individual stone sizes to avoid the look of uniform courses of stone and to help stagger the joints. Construct walls with a maximum space between contiguous stones of 3 to 4 inches, joints between the planes of two adjacent stones at a minimum of $\frac{1}{2}$ and a maximum of 2 inches, and all joints raked deep enough to give the appearance of a dry-laid wall.
- Avoid constructing retaining walls or other structures if a desired

A finish using natural materials will help fit road structures into the existing character of the landscape.



effect or function can be attained through grading and revegetation with little or no site disturbance.

- Step or terrace high walls to create planting pockets or ledges for native vegetation in order to soften the appearance on any new or reconstructed walls.
- Terminate guardrails at natural or man-made landforms.

Recommended Construction & Maintenance Practices

This section of the guidelines looks at issues relating to construction and maintenance, and ways that design can minimize and eliminate potential problems.

- Preserve existing natural and cultural settings before, during and after site and building construction.
- Confine construction zones, material stockpiling areas, and construction vehicle access and parking areas to fixed, designated areas. Use temporary barricades or continuous barriers to protect trees, plants, landscape features, and cultural resources to be preserved.
- Design the road, shoulders, and surrounding landscape in such a way as to minimize mowing and spraying along the road corridor. Use permanent features that will protect sensitive natural areas from

sanding material, chemicals, plowed snow, or other runoff from the roadway. Sensitive natural areas are wetlands, riparian areas, wildlife habitat, restored ecological sites, stream crossings, cultural sites, or other designated areas. Design features may include, but are not limited to: berms, catch basins, gravel filters, sediment ponds, vegetation buffers, headwalls, intercept ditches, barriers, slope grading, filtering systems, and swales.

- There will be and no spraying in or near wetlands, stream crossings, restored ecological sites, wildlife crossing structures, or other sensitive natural or cultural areas.
- Design the road, shoulders, and surrounding landscape in such a way as to minimize the migration of gravel, sand, chemicals, and other materials typically applied for winter driving conditions in or near wetlands, stream crossings, wildlife habitat areas, restored ecological sites, wildlife crossing structures, or other sensitive natural or cultural areas.



Vegetation

This section of the guidelines is intended to address issues related to vegetation. It covers the protection of existing vegetation, revegetation of disturbed vegetation, slope construction and preparation, planting design, and a list of recommended plant material.

Protection of Existing Vegetation

The objective of vegetation protection is to preserve the scenic and environmental values of the road corridor.

- Provide CSKT with an opportunity to identify and/or collect plants located within the construction limits prior to initiating construction.
- Do not clear or grub vegetation beyond the staked construction limits of the roadway.
- Preserve large trees wherever possible. All conifers 50 years and older (i.e. 18" d.b.h. or larger) are candidates for preservation. Each tree that meets this criterion will be evaluated individually.
- Preserve shrubs and trees at or near stream crossings, wildlife crossing structures, and at jump-outs in areas of continuous fencing. Refer to the US 93 Wildlife Crossings Workbook for recommendations on specific types, locations, and details of individual wildlife crossings.
- Premark vegetation that needs to be protected prior to any construction activity. Show the vegetation to be protected on plans, flag the vegetation on site, and verify that the vegetation has been protected as specified. Use continuous construction fencing to cordon off areas to be protected.
- Protect native seedling and sampling trees.
- Use barricades, barriers and fencing to protect existing vegetation during the construction process.
- Areas of special concern for protection of existing vegetation include:
 - Frog Creek to East Fork Finley Creek
 - Jocko River Fish and Wildlife Crossing